

IN THE CLAIMS

Claims 1-3 cancelled.

4. (Currently Amended) A control device for driving and braking a rail vehicle, the device comprising:

a first ~~linearly~~-movable operating lever moveable in one direction for setting traction power of said vehicle and in an opposite direction for setting an election brake of said rail vehicle;

a second ~~linearly~~-movable operating lever disposed in a parallel relationship with the first lever, and moveable in the opposite direction for actuating an indirectly acting compressed air brake; and

at least one switch disposed on at least one of the first and second levers.

~~a coupling for releasably interconnecting the first and second levers, in order to selectively enable independent and simultaneous linear movement of the first and second lever.~~

5. (Cancelled)

6. (Currently Amended) A control method for driving and braking a rail vehicle, the method comprising the steps of:

providing a first ~~linearly~~-moveable lever operable for setting acceleration or tractive power of the vehicle when moved in one direction and actuating an electric brake for the vehicle when moved in an opposite direction;

providing a second ~~linearly~~movable lever operable for actuating an indirectly acting compressed air brake for the vehicle; and

aligning the first and second lever in a proximate parallel relationship. ~~and~~

~~providing a coupling for releasably interconnecting the first and second levers in order to selectively enable independent and simultaneous operation of the first and second levers.~~